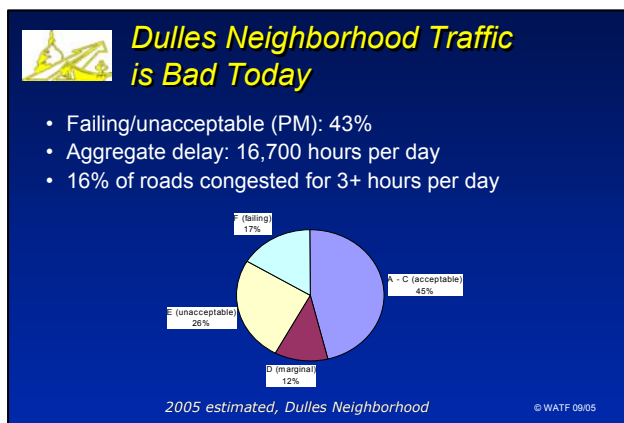


Public Support –TAB 4

4a. *Identify who will benefit from the project, how they will benefit and how the project will benefit the overall transportation system.*

The principal beneficiaries of the Dulles Express proposal will be the commuters who use the Dulles Toll Road and who now face growing congestion on the road and at the existing toll plazas. By adding additional capacity to the road that will be open to all users at non-peak times and providing Toll Express lanes during peak times, commuters will have new options to more quickly reach home or work. The other improvements we have proposed on the Dulles Toll Road, including the move towards open tolling and various interchange improvements, will also provide congestion relief. The inclusion of ICA on our team will also ensure that the road is properly maintained on a rigid schedule. There will be no competing interests for maintenance funds with other toll roads in Virginia. Instead, money will be set aside each year to perform needed maintenance on the road. In sum, this represents a benefit to the Commonwealth of nearly \$5.7 billion over the term of the concession.

In addition to the users of the Dulles Toll Road, our plan includes improvements to other transportation facilities in the region either from surplus revenues generated by the Toll Express lanes or that would be made as a result of the concession payment to the Commonwealth. These improvements, including enhancements on Route 28, Route 606, and Route 7, make a great deal of sense. Not only have these improvements been wanted for a long time, but they provide commuters with an alternative to paying a toll. While our analysis and other studies show that demand for use of the Dulles Toll Road is relatively inelastic and would not markedly decrease even following a significant toll

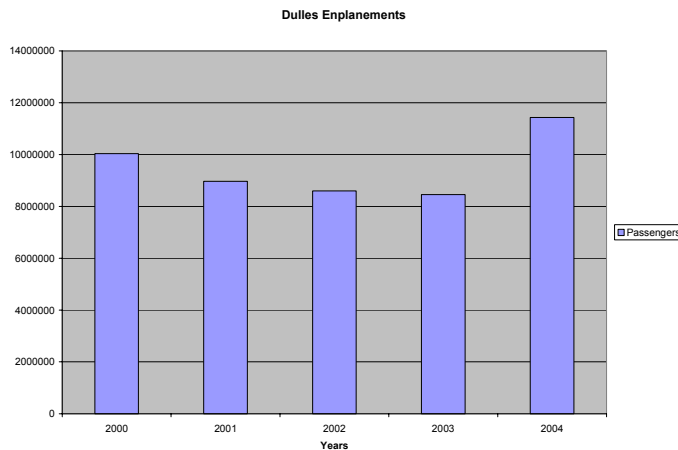


increase, rising fuel prices and other economic pressures mean that not all commuters find paying a toll to be worthwhile. That is why we believe it is an important public policy statement to invest at least some funds in alternate, free routes such as Route 7 and Interstate 66. All of this represents a benefit to the Commonwealth of nearly \$5.7 billion.

The Dulles Toll Road is built on land owned by the federal government which was part of the original right-of-way for the Dulles Airport Access Road (DAAR). The DAAR was intended to serve as the gateway between Dulles and Washington D.C. and handle all traffic. The growth of the metropolitan area, combined with the limited number of access points on the DAAR, however, means that the Dulles Toll Road also effectively serves as one of the principal roads serving the airport. According to the Washington Airports Task Force (WATF), Dulles Airport generates over 100,000 trips per day – far more than the Pentagon or Potomac Mills. More and more travelers using Dulles Airport live between the airport and the Capital Beltway, thus limiting their ability to use the DAAR. Therefore,

congestion on the Dulles Toll Road impacts the ability to use the airport, potentially limiting its growth in the future. As a result, widening of the Dulles Toll Road not only benefits non-airport related commuters, but is essential for airport access.

Yet Dulles Airport is not the only generator of traffic in the corridor. The phenomenal business growth in the Reston-Herndon corridor and residential growth in Loudoun County all contribute to the need for additional transportation infrastructure. The WATF analysis of the “Dulles neighborhood,” meaning an area within 10 minutes of the airport, shows that many of the roads are severely congested.



The recent phenomenal growth at Washington-Dulles International Airport is also linked to the commercial and residential growth in the Dulles corridor, and that growth is also linked to the expansion of the Dulles Toll Road. It was not until after the Dulles Toll Road was built in 1984 that the necessary density began to emerge in western Fairfax County that led to the increase in enplanements at

Dulles airport. With the expectation of additional growth in the corridor, particularly in Herndon and Reston, this will create additional demand for travel at Dulles airport. Because the Dulles Toll Road is the main way these people will access the airport, its expansion is necessary.

Adding capacity on the Dulles Toll Road through the construction of the Toll Express lanes, along with the other improvements contemplated by the team, will result in many benefits for the entire transportation system. The funds provided by the team to support the extension of Metrorail toward Dulles Airport will meet a long desired goal for the region’s transportation planners and help alleviate congestion. Our project will also provide relief on currently clogged roads by creating additional capacity to meet growing populations.

4b. Identify any known government support or opposition, or general public support or opposition for the project. Government/public support should be demonstrated through resolutions of official bodies, minutes of meetings, letters, etc.

There is no known opposition to this project. In fact, based on our discussions with local government leaders and others in the corridor, there is great support for additional capacity on the Dulles Toll Road. Our team will be engaging in conversations with additional groups over the coming months to urge their support for the proposal.

Recent polling conducted on behalf of the Northern Virginia Transportation Authority shows that the improvements included in this proposal are very popular with commuters. Extending Metrorail to Dulles was seen as the top priority among those surveyed, with 60% of those surveyed saying it was their highest priority. Widening the Dulles Toll Road was also popular with 21% of people saying it was their first or second priority.

Because several of the improvements included in this plan are in various transportation plans for the Northern Virginia Transportation Authority and the Metropolitan Washington Council of Governments, we take these as clear indicators of strong government and community support for these projects.

4c. Explain the strategy and plans that will be carried out to involve and inform the agencies and the public in areas affected by the project.

Public input regarding the development of the Toll Express project, enhancements to the Dulles Toll Road, and improvements to other transportation projects in the region will be essential for the success of this proposal. While Dulles Express has proposed a comprehensive plan covering each of these projects, soliciting and listening to public opinion may further shape and strengthen the priority assigned to each and which projects remain in our team's scope.

The team has retained McGuireWoods Consulting to provide public outreach and media outreach activities for the project. The MWC Issues Advocacy team has a proven track record of managing complex communications projects to ensure public awareness and participation.

First and foremost, we pledge to maintain an open and honest dialogue with the public about our proposal. This will include maintaining a team website which will contain a copy of our PPTA proposal and other materials submitted to VDOT, press releases, and other materials to answer questions about our plans. The site will be updated regularly to announce new developments and keep the public informed about upcoming public meetings and the next steps in the PPTA review process.

Of course, any public outreach efforts will have to be complementary of activities planned by VDOT and other stakeholder groups. Our team members, many of which have years of public service, understand the importance of working with, and not against, state agencies. Assuming our team is awarded this project, our activities will be effectively coordinated to keep the public informed.

Outreach activities will also be necessary following a project award to raise awareness of the Toll Express concept. While there has been significant attention in the northern Virginia region recently regarding HOT lanes, the Toll Express concept is just different enough to justify additional educational efforts. These efforts will also be conducted in coordination with activities to increase the use of electronic tolling methods similar to what has successfully been employed on the Dulles Greenway over the past few years.